



An impressive view of the Focke-Wulf Stösser flown by E. Kropf, the famous German aerobatic pilot, who entertained the visitors at Ratcliffe on Sunday. (Flight photograph.)

discover how everyone was being delivered and whether the parties were still travelling by air (and after motor-ing to Hatfield to collect an aeroplane), the strong south-west wind was appreciated. In bumps of no mean magnitude, Fen Ditton was reached in sixteen minutes' flying time—just in time to catch the penultimate bus to lunch at Trinity, where Mr. Lindsay Everard, who had flown up from Gravesend in his Vega Gull, was waiting to receive the party, which included, as O.C., Mr. Nigel Norman, who had flown his Leopard from Heston. Airwork, in fact, one way and another, was contributing a very great deal to the success of the whole week-end party.

After lunch the visitors, who now numbered about fifty at Cambridge, were taken around by guides who



were, for the most part, Fellows of the Universities. Each guided party consisted of only five or so, and the tours were very personally conducted indeed. Our particular guide was a lecturer in economics who had, during the last war, flown F. boats and, later, acted as test pilot to Short Brothers! In the party was Capt. von Winterfeldt, who had, too, been a war pilot after serving at an unconscionably early age in the infantry, and he found points of contact with Mr. Ord, the organist of King's College Chapel and a Fellow of the college, who was also a pilot in those better-forgotten days. Such meetings made one realise both the futility of war and its monumental waste of good men and friendly feelings.

It is significant that, however charmed the visitors were with the beauty of the architecture, of the green vistas and the quietly flowing Cam with its bridges, they should show the greatest interest in the most modern of all buildings, the new University Library which, like the British Museum and the Bodleian at Oxford, is entitled to a copy of every book and magazine published in Great Britain. There are forty-three miles of steel shelves and space for another thirty-five years—which may be long

On the left is Prince Constantin Soutzo, standing in the cockpit of the Icar Universal, which is shown below being started before a trip to Oxford. The machine at the foot of the page is M. Eugene Wittinne's Caudron Simoun, which was flown by M. Vanlaere.

